

Amendments to the Specification:

Please replace the first paragraph beginning on page 9 with the following paragraph:

At a point near the center of main member 31, an insertion sleeve 47 is welded lateral to the member 31 and in a vertical position. Into the insertion sleeve 47, the vertical support member 25, is supported. An insertion locking threaded member 49 is provided ~~int~~ in the insertion sleeve 47 to lock the vertical support member 25 into place.

Please replace the paragraph beginning at the bottom of page 10 with the following paragraph:

The height of the top of the plate assembly 61 is about 25 inches, while the height of the bolt 51 and thus the pivot axis is about 19 inches. For a tire and hub assembly of about 38 inches in diameter ~~[[,]]~~ and a tilt angle limited to about 62 degrees from horizontal, the height of the pivot should be about .88 times the radius of 19 inches or about 17 inches.

Please amend the following paragraph on pages 13-14 of the specification as follows:

Figure 2 also more clearly shows the action of the stop plate 65 in providing a stable, well supported horizontal support to the angled plate 63. Other structures can be used to support plate assembly 61 and other locations and types of the stop structures 65 and 53 are possible. Note that the location of the pivot axis within the bolt 51 is offset from the center of the support plate assembly 61. Even where a support, such as

angled plate ~~62~~ 63 is centered with respect to the vertical support member 25 with respect to the view seen in Figure 1, an offset along the plane of tilt will provide the stability necessary to enable workers to manipulate the tire and hub assembly to initiate pressurized inflation. In the alternative, an latch or user operable lock can be used to more completely stabilize the plate assembly 61 in the horizontal position with release to the tilt position.

Please amend the following paragraph on page 16 of the specification as follows:

Referring to Figure 4, the hub and tire assembly 75 is seen mounted on tire inflation and handling assistance device 21 in a position where a just inflated tire 79 has been tilted to contact the ground 83. The configuration is also equivalent to one where an un-pressurized a hub and tire assembly 75 has been rolled to the tire inflation and handling assistance device 21, the hub engagement and stop structure 27 being tilted to engage the open center of the hub 77 as the worker leans the hub and tire assembly 75 toward the tire inflation and handling assistance device 21. Once the open center of hub 77 has been brought over the plate assembly 61, further pressure on the upwardly extending radial portion of hub and tire assembly 75 to cause the tilting to the configuration shown in Figure 3.

Please amend the Abstract of the invention at the top of page 25 to read as follows: